

DoD Facility Planning and Metropolitan Planning Organizations

Presented by
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Purpose

To provide E2S2 participants with a basic understanding of the Metropolitan Transportation Planning process, and reasons why Defense facility planners in metropolitan areas should integrate into it.

Context:

- **EO 13514** §2(f) - advance regional and local integrated (transportation) planning
- Department of Defense Strategic Sustainability Plan, Sub-Goal 8.2.

Outline

- Metropolitan Planning Organizations (MPOs) 101
- Examples
 - BRAC 133 Ft Belvoir-Mark Center
 - Beauregard Area Plan
 - Joint Base San Antonio
- The Way Ahead
 - A message from USDOT Secretary LaHood
 - A Challenge to the Defense Installation Planning Community

MPO 101

- What is an MPO?
- MPO requirements
- How MPOs and military communities can help each other



What is an MPO?

- A transportation policy-making and planning body with representatives from local, state, and federal government and independent authorities
- Required by federal law (23 USC) in urbanized areas of 50,000+. There are 384 MPOs in the US.
- Ensures federal spending on transportation occurs through a comprehensive, cooperative, and continuing (3-C) process (as set forth in 23 USC)

What does an MPO do?

Core Functions:

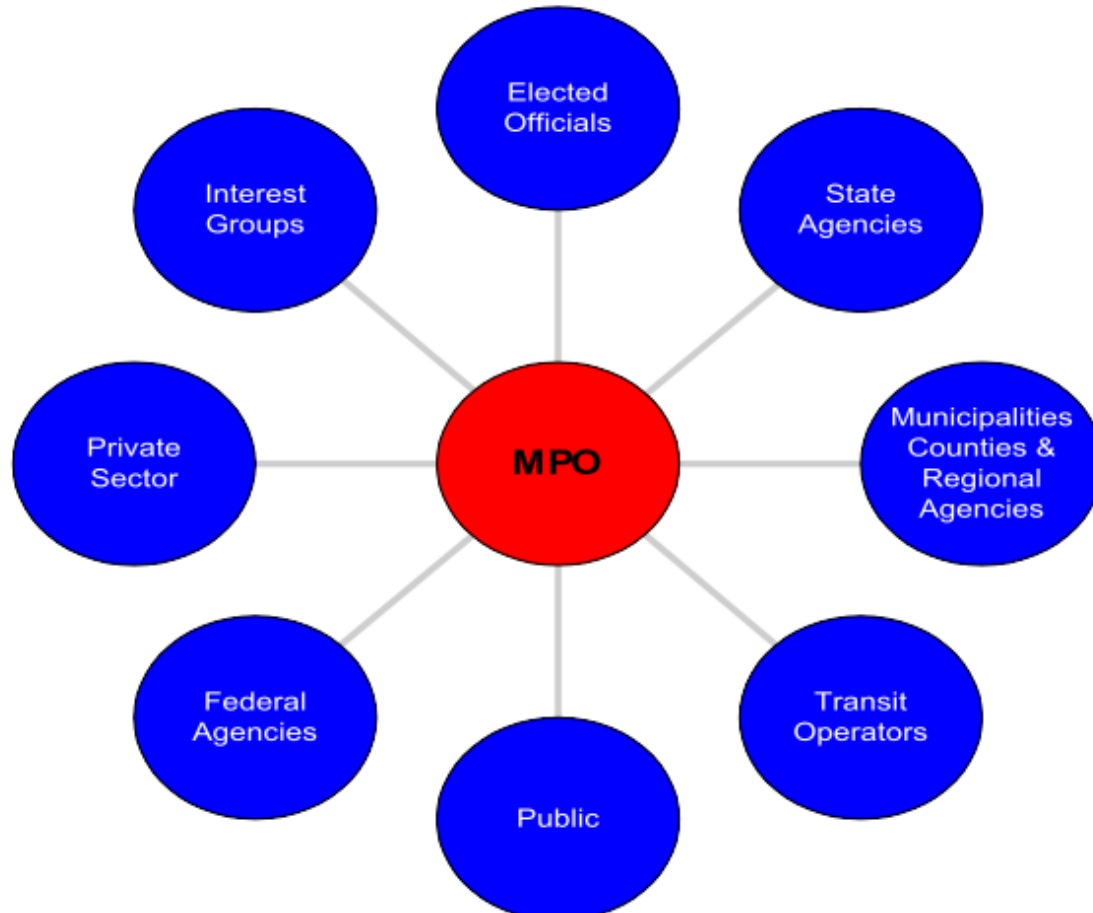
- Establish a venue for regional decision-making
- Evaluate transportation alternatives that are realistic and context sensitive
- Involve the public
- Develop transportation plans and programs
 - 20 year (min.) Constrained Long Range Plan (CLRP)
 - 4 year (min.) budgeted Transportation Improvement Program (TIP)
- Assure transportation plans and programs conform to Clean Air Act attainment requirements (42 USC 7506(c))

A little more about Transportation CAA Conformity

Key Elements of a Metropolitan Transportation Plan/TIP Conformity Determination

- Interagency Consultation
- Public Involvement
- Latest Planning Assumptions and Emissions Model
- Regional Emissions Analysis
 - Motor Vehicle Emissions Budget
- Timely Implementation of Transportation Control Measures
- Fiscal Constraint

MPO 101



From: Hardy, DeLania, "MPO 101," The Association of MPOs. 2010.

Defense Partnering with Metropolitan Planning Organizations

MPO 101- The Defense Connection

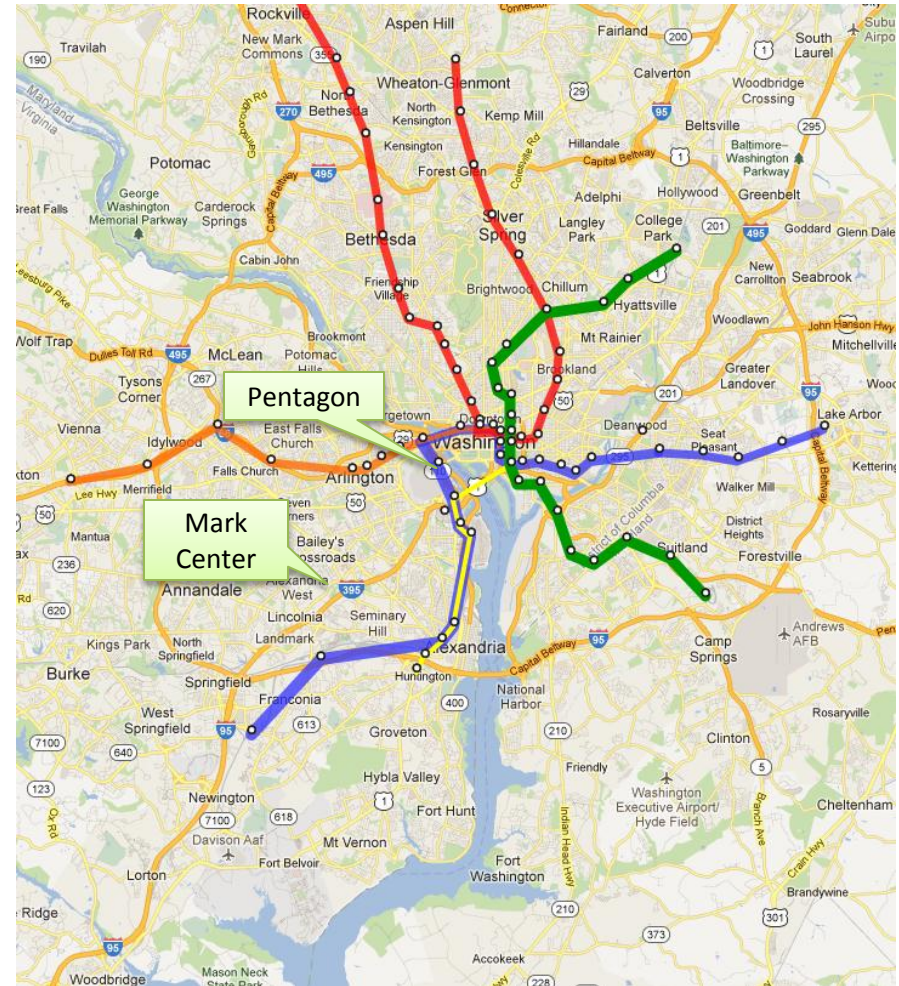
So, why should Defense installation planners get involved?

- **Personnel live in the affected communities**
- **EO 13514 §2(f) requires it**
- **Potential Clean Air conformity issues for failure to integrate**

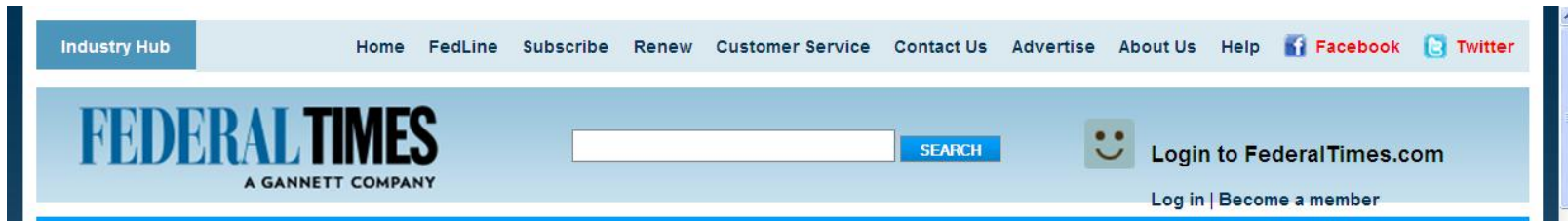
Example – BRAC 133



- New home to the Washington Headquarters Service (WHS) – about 6,000 employees
- Moved from transit accessible Pentagon
- The new Mark Center location is not transit accessible



BRAC 133



One example of consistent, negative press surrounding BRAC-133.

Local media/bloggers commonly refer to it as “The 1/4 Pentagon Boondoggle”

\$1 billion BRAC mistake: Traffic upends plans for 6,400- person facility

By ANDY MEDICI | Last Updated: October 4, 2010


Comments (6) Recommend (28) Like 18 Tweet 3 SHARE

After five years of planning and a \$1 billion construction project, a gleaming new Defense Department facility sits atop a hill alongside I-395. The hulking 1.4 million-square-foot landmark will be the new headquarters of the military's Washington operations.

By next September, the department must relocate 6,400 civilian, military and contractor personnel to the facility — equivalent to more than a quarter of the Pentagon's staff — in a move driven by the 2005 Base Realignment and Closure Commission.

Only problem is, the plan won't work, according to many experts. There is no agreed-upon way for that many people to get to the building, no place to put all their cars, no nearby Metro or rail station.

Virtually all studies done so far show that surrounding roads — even after planned expansions are completed — cannot accommodate the traffic expected to stream in and out of the Mark Center facility each day. One approach proposed by the Army, which leads the project, would construct a large ramp linking the highway and the building — but it would affect a nearby nature reserve, which the local community rejects.



The Defense Department's BRAC 133 facility sits almost complete along I-395 in Northern Virginia. (Army Corps of Engineers)

Federal Times Video

Federal Times Sponsored Vi...

Done, but with errors on page. Internet 130%

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BRAC 133

Congress of the United States
Washington, DC 20515

September 27, 2011

The Honorable Leon Panetta
Secretary of Defense
1300 Defense Pentagon
Washington, DC 20301

Dear Secretary Panetta:

We write today to express our concern that the transportation management plan (TMP) for Base Closure and Realignment (BRAC) recommendation #133 will not prevent failing levels of service given the aggressive occupation schedule for the Mark Center complex in Alexandria, Virginia. Specifically, we are concerned that the occupation plan presented by the Department of Defense (DOD) for the Mark Center will relocate all 6,400 personnel prior to the completion of short- and mid-term transportation improvements, causing unacceptable congestion to civilian roadways, including I-395.

Report No. DODIG-2012-024

November 30, 2011

Inspector General United States Department of Defense



Independent Engineering Assessment of
the Army's Transportation Plan for
the BRAC Recommendation #133 Project
Fort Belvoir - Mark Center, Virginia.

Concerns about poor planning raised by:

- Virginia Congressional Delegation
- DoD Inspector General

BRAC 133 – IG Findings

- Project introduced ‘after the fact,’ and not vetted or processed through the regional transportation planning process.
- MPO had no input or involvement in the development of the BRAC 133 - Mark Center project.
- Stakeholders within the region also reported no input or involvement:

Fairfax County

City of Alexandria (where BRAC 133-Mark Center is located)

Washington Metropolitan Area Transit Authority (WMATA)

Virginia Railway Express (VRE)

Virginia Department of Transportation

Virginia Department of Rail and Public Transportation

BRAC 133 – IG Findings

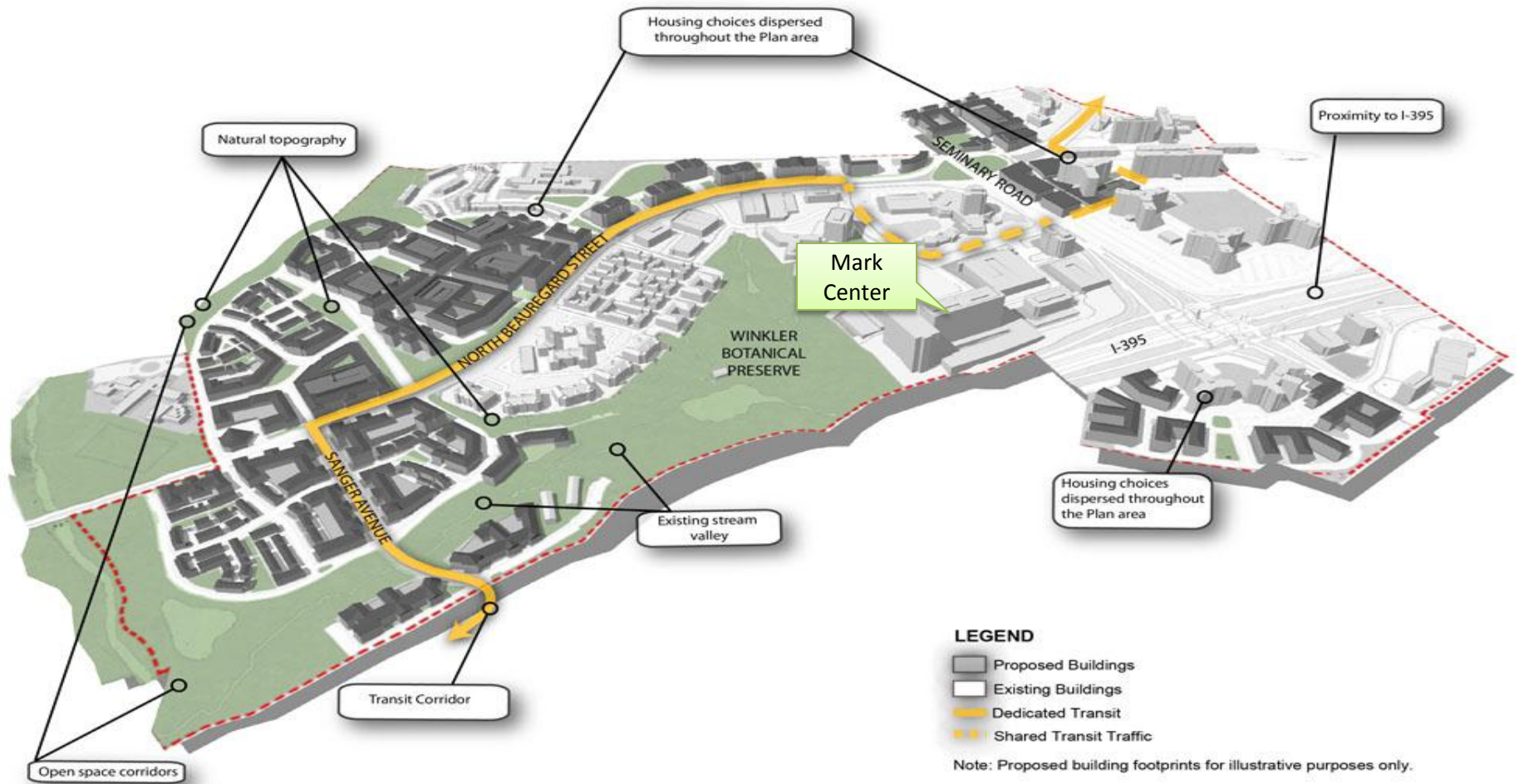
- Traffic data collected near holidays when volumes are 25% lower
- Travel behavior assumptions based on Pentagon which has access to transit
- Study limited to 7 intersections (about 10% of that recommended by the Institute of Transportation Engineers)
- Failed to consider impact on the nearby Interstate
- Failed to consider impacts on nearby high-accident intersections
- Transportation capital projects recommended 4 or 5 years after occupancy
- No mitigation to on-site traffic congestion offered

Comparison - Beauregard Area Plan

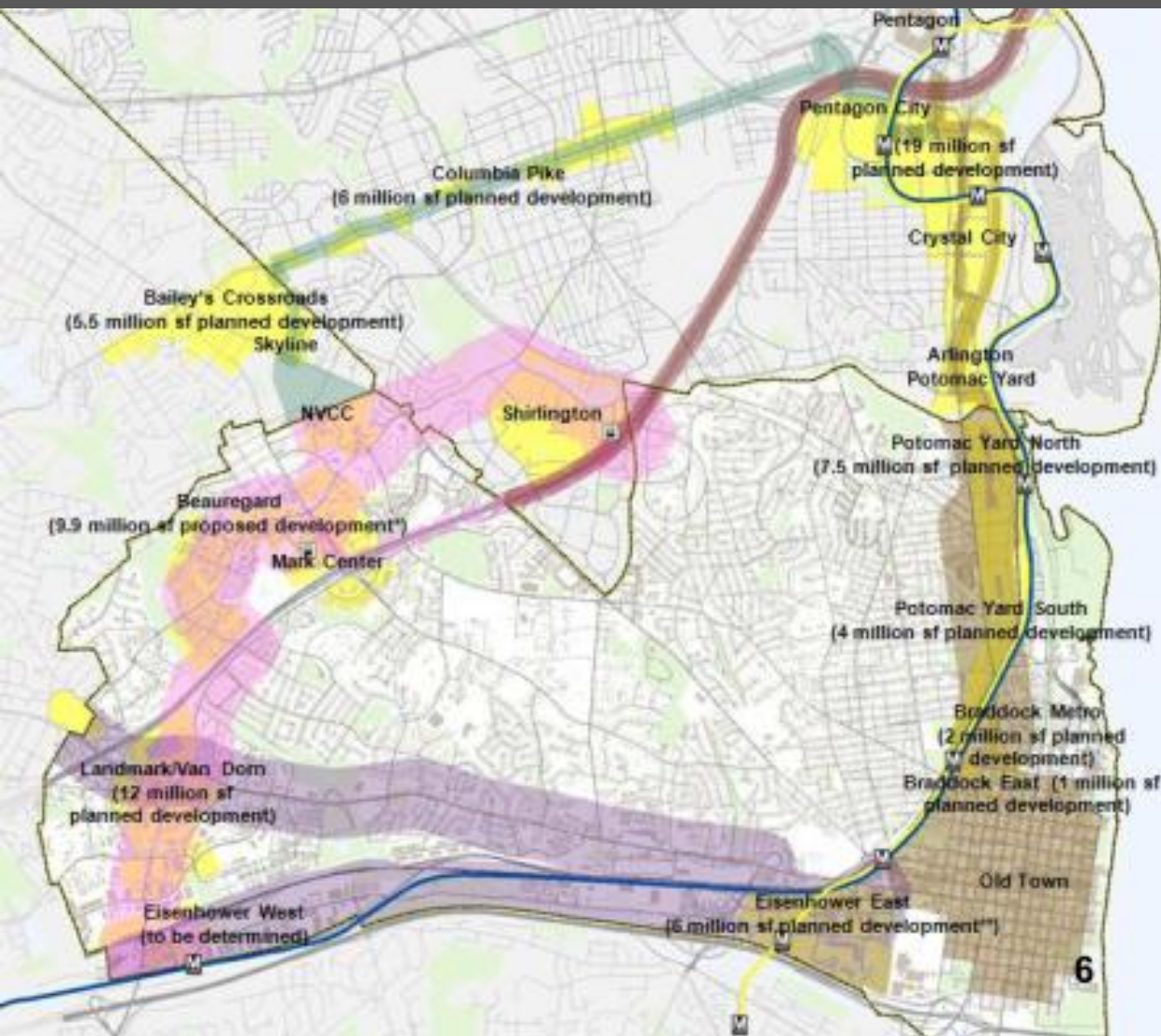


- Developer led, 30-year vision for the area surrounding the Mark Center.
- 9.9MM S.F. development
- 3-year, open, transparent and collaborative planning process.

Comparison - Beauregard Area Plan



Comparison - Beauregard Area Plan



- Planners looking well beyond development site
- Considering influence of/on regionally approved and conforming planned transportation projects

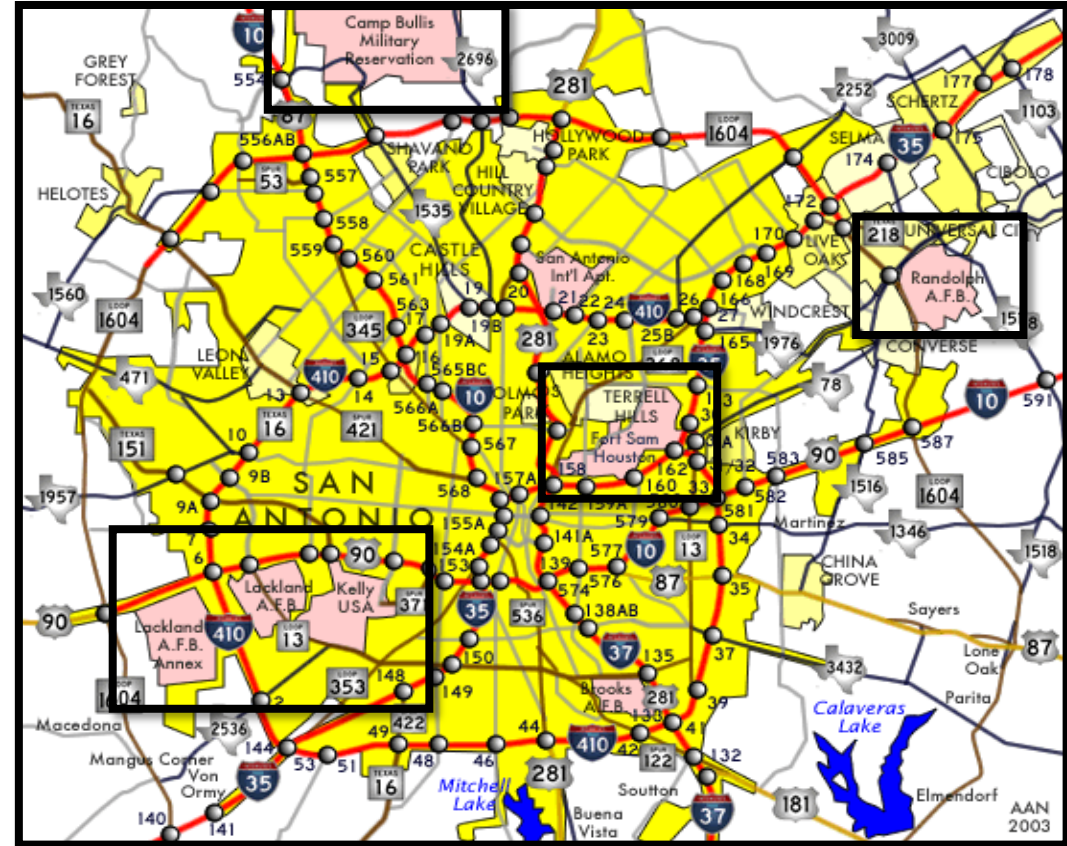
Comparison - Beauregard Area Plan

- Through partnering, and participation in the MPO process, the developer has:
 - Influenced the MPO to amend the CLRP and TIP to add projects supportive to the site
 - Influenced the MPO and City of Alexandria to Support a winning \$1MM TIGER II Grant application to further Transit Corridor project development
 - Influenced the City of Alexandria to lead the project development and implementation
- Defense Installation Planners can achieve similar results

Example – Joint Base San Antonio

	Ft Sam	Lackland	Randolph	
Area	31,454 Acres	14,400 Acres	9,859 Acres	
Plant Value	\$ 3.87B	\$4.9B	\$1.48B	
Military	23,437	24,702	4,500	TOTAL
Civilians	11,928	10,131	5,800	= 52,629
Students	46,000 Annually	86,000 Annually	6,600 Annually	= 27,859
				=

Post-BRAC / growth



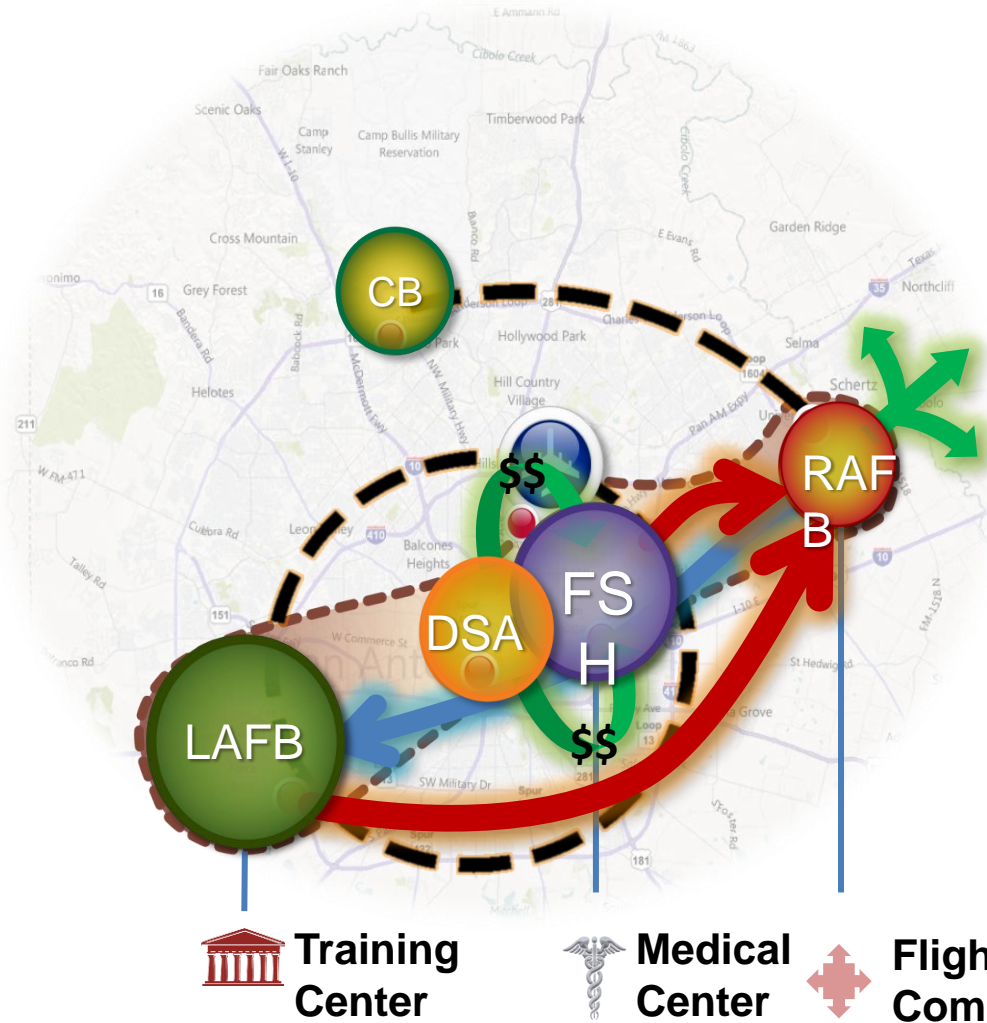
Permanent Party personnel = 84,488
Rotational / Training = 138,600/12mo = 11,550

Total Number Supported Daily = 96,000

Defense Partnering with Metropolitan Planning Organizations



Example - Joint Base San Antonio



Core Functional
Corridor

Strong Transportation &
Transit Connections

Functional
Consolidation

Operational
Consolidation

Example - Joint Base San Antonio

To maximize “Strong Transportation and Transit Connections” JBSA should:

- Participate in the MPO process
 - Influence (or at least be aware of) the CLRP
 - Ensure relevant projects are listed in the TIP
- Be transparent and collaborative regarding transportation needs and data.

Through partnering JBSA can improve the quality of life and work experience for its personnel

The Way Ahead



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The Way Ahead

- Join the dialogue
- Participate in the MPO process
- Understand ways to influence transportation funding



Strengthening
Transportation Choices So
We Can Serve Those Who
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May 7 – June 8, 2012

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This dialogue is managed and operated by
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